



Patterson Place

Compact Neighborhood Planning





Meeting Overview

- Introductory Presentation
 - Goals for tonight's meeting
 - History and Background of Development Tiers
 - The Compact Neighborhood Tier
 - Planning process
- Boundary Exercise
 - Criteria/Considerations for drawing a boundary
 - Group mapping exercise
 - Sharing results
- Next steps



Goals for tonight's meeting

- Improve knowledge of Compact Neighborhood Tiers
- Better understand the planning process and opportunities for public input
- Map draft Compact Neighborhood Tier boundaries





History and Background



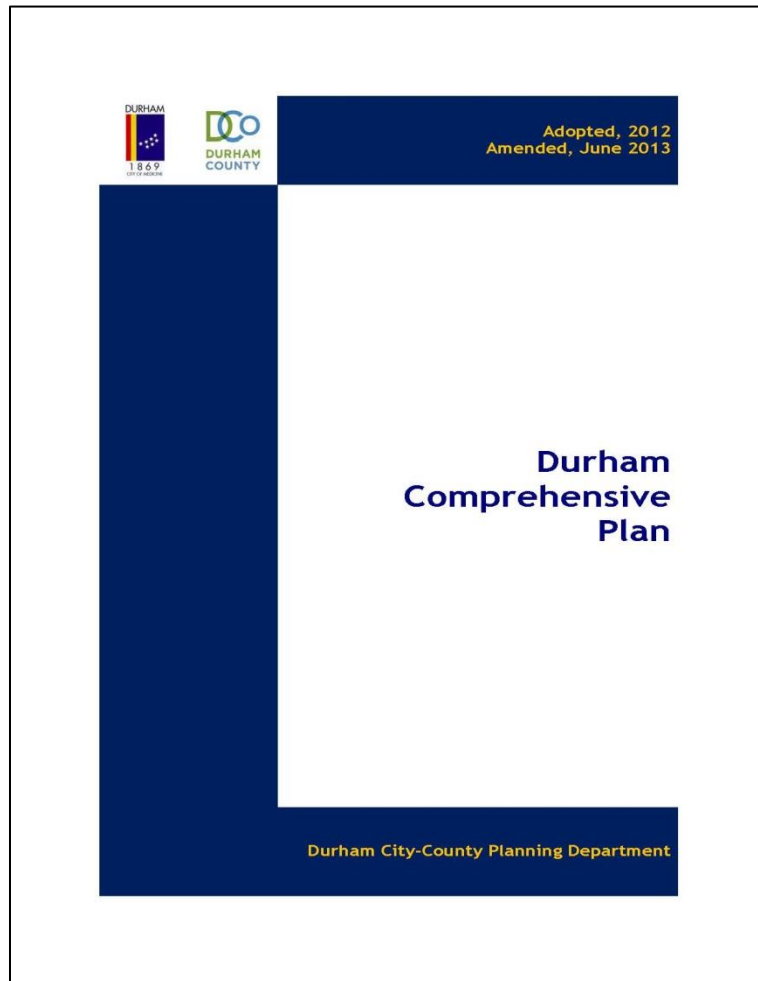


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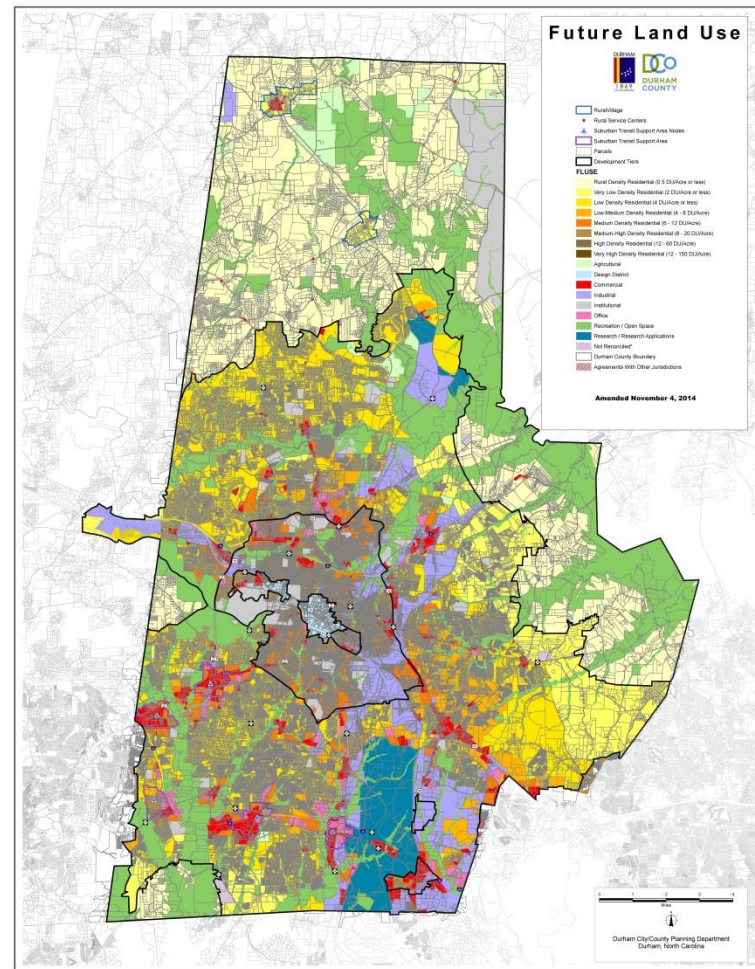


Durham Comprehensive Plan

Policy Guide



Future Land Use Map





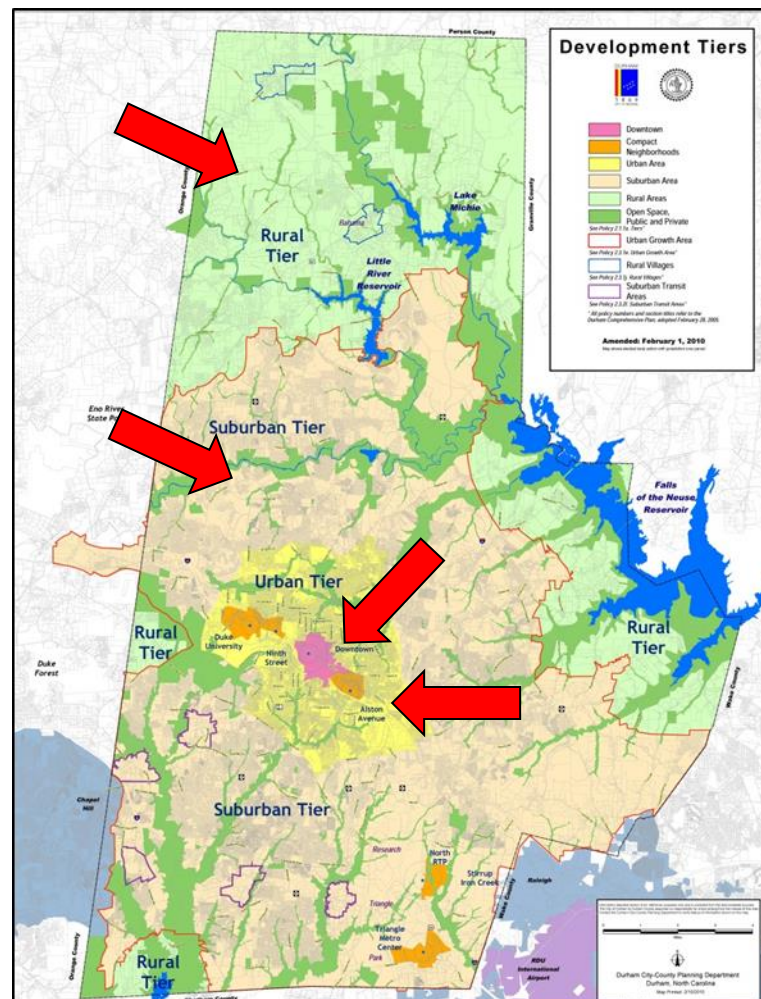
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The 2005 Comprehensive Plan defined “Development Tiers”

- Describe character of development
- Context-appropriate policy and regulations through the Comprehensive Plan and the Unified Development Ordinance
- Rural Tier
- Suburban Tier
- Urban Tier
- Downtown Tier



The 2005 Comprehensive Plan defined the Compact Neighborhood Tiers and Suburban Transit Areas



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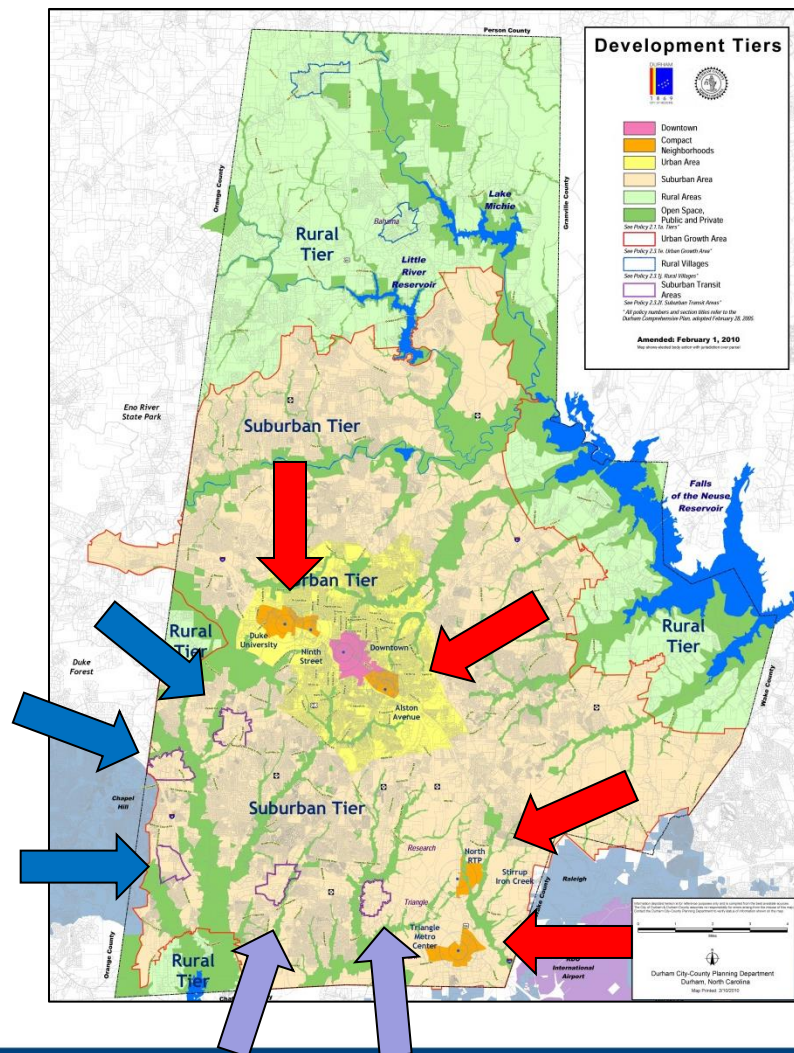
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Existing Compact Neighborhood Tiers

- Medical Center/Ninth Street
- Alston Avenue
- North RTP
- Triangle Metro Center

Suburban Transit Areas

- Leigh Village
- Patterson Place
- South Square/MLK
- Southpoint Mall
- NC Highway 54 and 55





The 2005 Comprehensive Plan defined the Compact Neighborhood Tiers and Suburban Transit Areas

Compact Neighborhood Tier (Policy 2.1.2e.)

“... areas surrounding proposed fixed guide-way **transit stations**. These areas are identified for **high density and intensity** infill, redevelopment, and new development that integrate a **mix of uses** through an urban fabric that includes enhanced **bicycle and pedestrian facilities** ... [and] an improved **street level experience** and discourage auto-oriented and low intensity uses.”

Suburban Transit Areas

- “Placeholders” for future Compact Neighborhoods
- Intended for later phases of the regional rail
- Option to develop under Suburban standards or Compact standards.



Compact Neighborhoods





What are Compact Neighborhoods?

- Areas near planned regional rail transit stations that are envisioned, over the long term, to have additional development that is higher density, mixed use, and pedestrian friendly.
- Characteristics may include:
 - Urban densities
 - A mix of land uses
 - Street-oriented buildings
 - A grid lay-out of streets
 - Appropriately scaled streets
 - Transportation choices



Urban Densities

More households within walking distance of a transit station will support the system and businesses in the area.

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Willowsford, PA
Photo from the Urban Land Institute

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Masondale, PA
Photo from the Urban Land Institute

A Mix of Land Uses

The ability to live, shop, eat, work and play within the same general area decreases car dependency and increases the liveliness of a place.

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*Location Unknown
Photo from the Urban Land Institute*

COMPACT



*Atlanta, GA
Photo from the Congress for New Urbanism*

Street Oriented Buildings

Appropriately scaled buildings built up to the sidewalk can slow traffic and make walking more interesting and inviting.

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*Location Unknown
Photo from the Urban Land Institute*

COMPACT



*Lancaster, PA
Photo from the Lancaster News*

A Grid Layout of Streets

Shorter blocks can improve walkability by creating more direct routes for pedestrians and slowing and dispersing traffic.

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Graphic from the Congress for New Urbanism

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Graphic from the Congress for New Urbanism

Appropriately Scaled Streets

Narrow streets slows traffic and actually can reduce the crash rate. Narrower streets leave more room for sidewalks and can improve the sense of comfort for pedestrians.

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*Unknown Location
Photo from the Federal Highway Administration*

COMPACT



*Annapolis, MD
Photo from the Urban Land Institute*

Transportation Choices

Frequent transit service and a continuous network of sidewalks and bike facilities add viable alternatives to traveling by car.

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Milwaukee, WI
Photo from the Congress for New Urbanism

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Santa Cruz, CA
Photo from the Santa Cruz County Regional Transportation Commission



Planning Process

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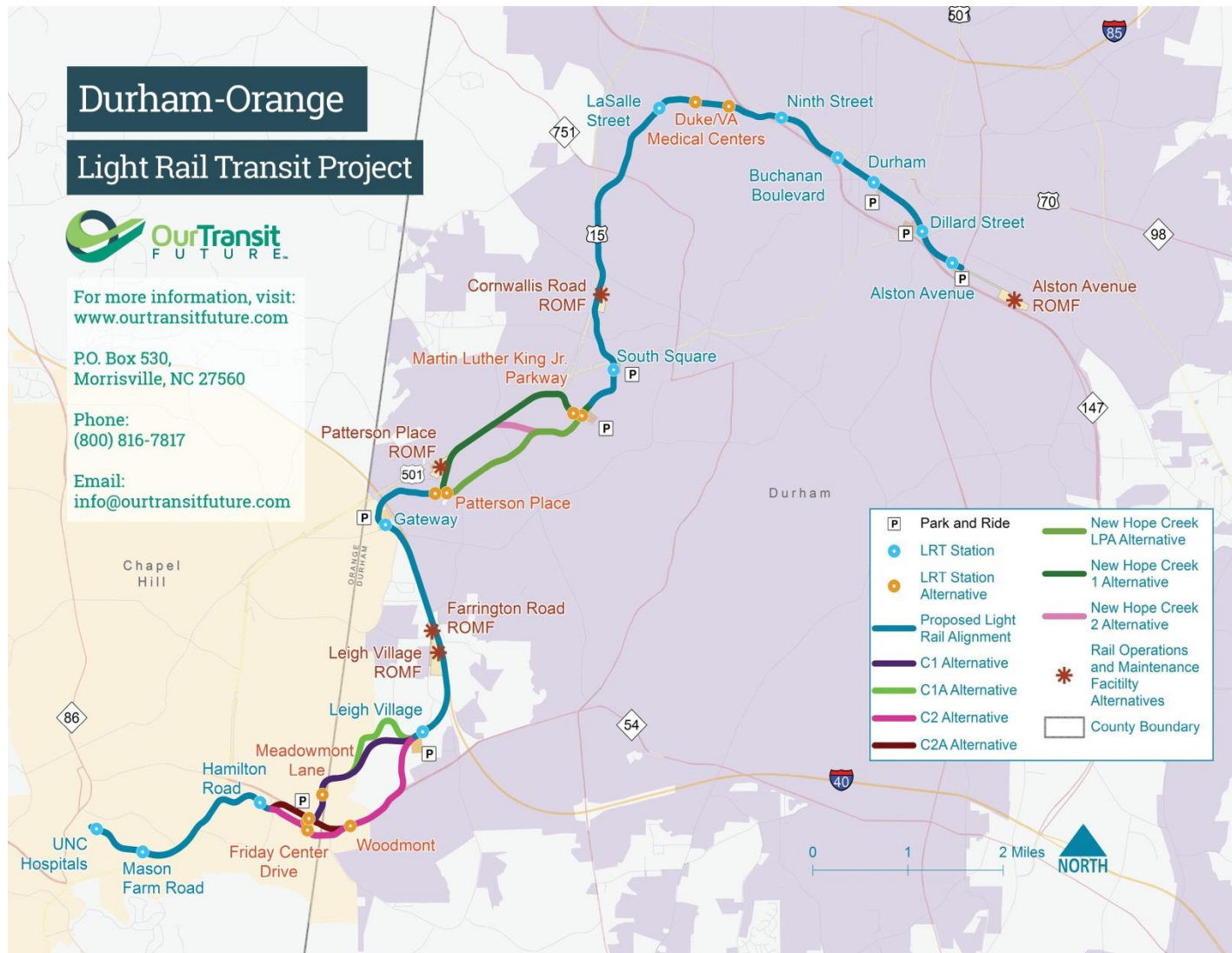


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Proposed Durham-Orange Light Rail Transit



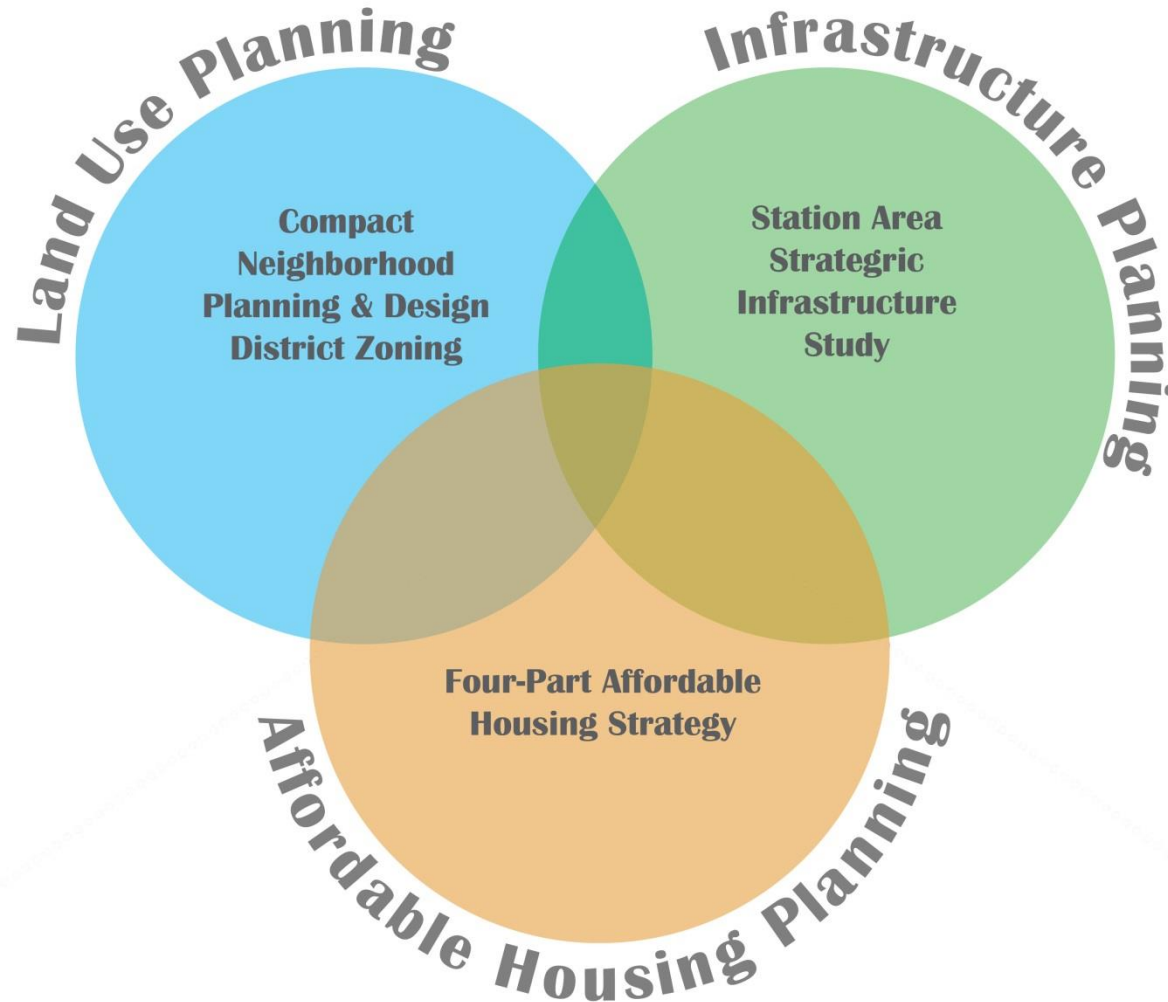
Station Area Planning Framework



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Station Area Land Use Planning Overview



We are here

Step 1: Update the Comprehensive Plan

- Define the boundaries of the Compact Neighborhood Tier
- Update and add policy language to address specific issues, if appropriate
- Requires Governing Body Approval

Step 2: Update the Unified Development Ordinance

- Update the “rules” for development
- Text changes to the Compact Design zoning district
- Requires Governing Body Approval

Step 3: Zoning Map Changes

- Apply the appropriate zoning rules reflecting the policies in the Comprehensive Plan to a specific location.
- Requires Governing Body Approval



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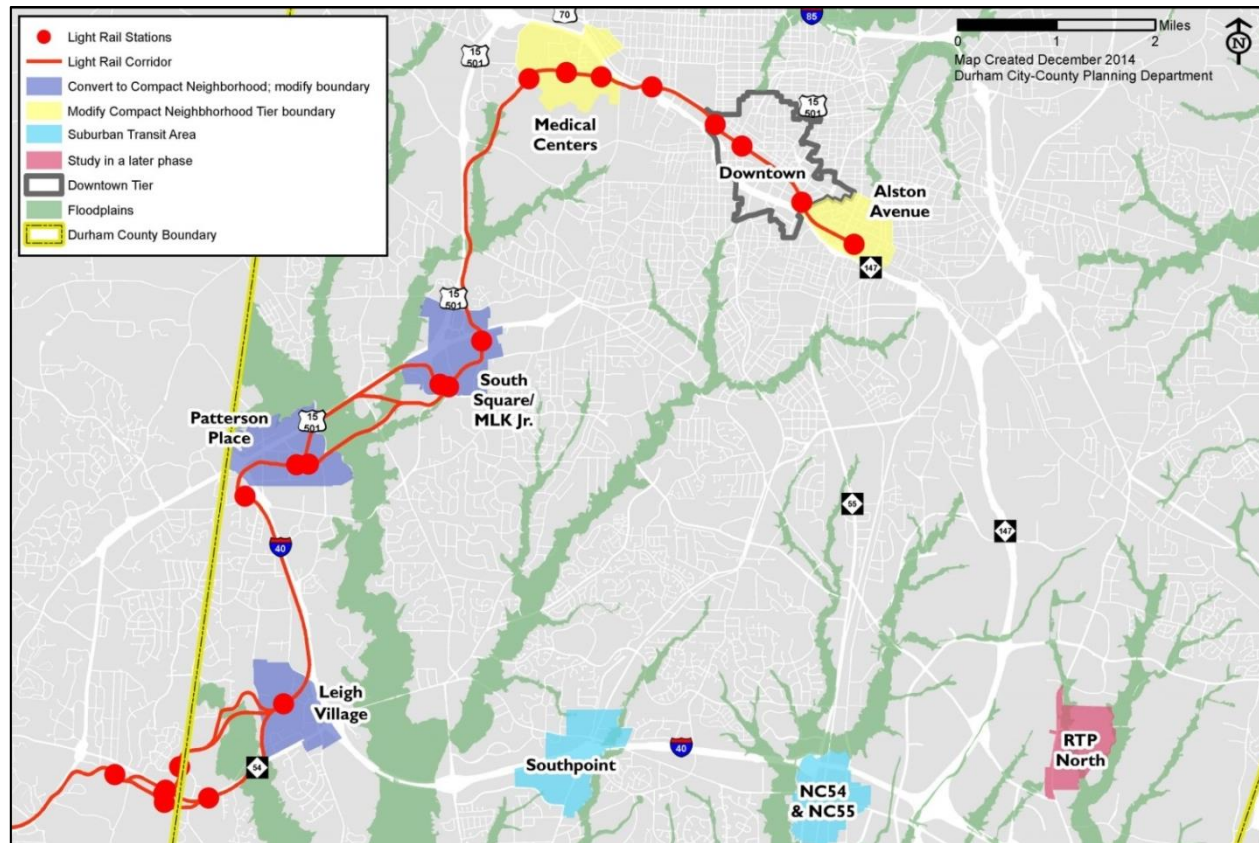


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*Boundaries
represented here
are from the
adopted 2005
Comprehensive
Plan.*

Why should the Compact Neighborhood Tier be updated now?

- The current Tier Boundaries were based on Phase I of the light rail proposal in 2005. The The station locations have since changed.





What impact will this project have on my property?

- Changing the boundaries of the Compact Neighborhood Tier on the Future Land Use Map is a ***policy*** (not regulatory) change.
- Public recognition that the expectation for future development is that it meet the goals of Compact Neighborhoods.
- Future requests to rezone property within the Compact Neighborhood Tier would only be supported by Staff if it met the goals of Compact Neighborhoods.



What impact will this project have on my property?

- Changing the boundaries of the Compact Neighborhood Tier does not limit your ability to:
 - Use your property as you currently do
 - Develop your property under your current zoning designation
- It may affect the “development potential” of your property in terms of parking requirements, tree coverage standards, and density.
 - Most places are already in Compact Neighborhoods or Suburban Transit Areas ... so this is not new!



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What is the process of updating the Compact Neighborhood Tier?

First Public Meeting



Tonight!

Review Information

Second Public Meeting



June 2015 (Tentative)

Joint City-County Planning Committee Presentation

Planning Commission Informational Presentation and Public Hearing



Elected Officials Informational Presentation and Public Hearing





Boundary Mapping



Staff's Boundary Criteria

- Preserve significant environmental features
- Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges
- Consider significant changes in the type and character of development (evidenced by different building scales, uses, etc.) as possible edges
- Preserve intact single-family residential, especially in historic districts;
- Avoid self-contained University-College development



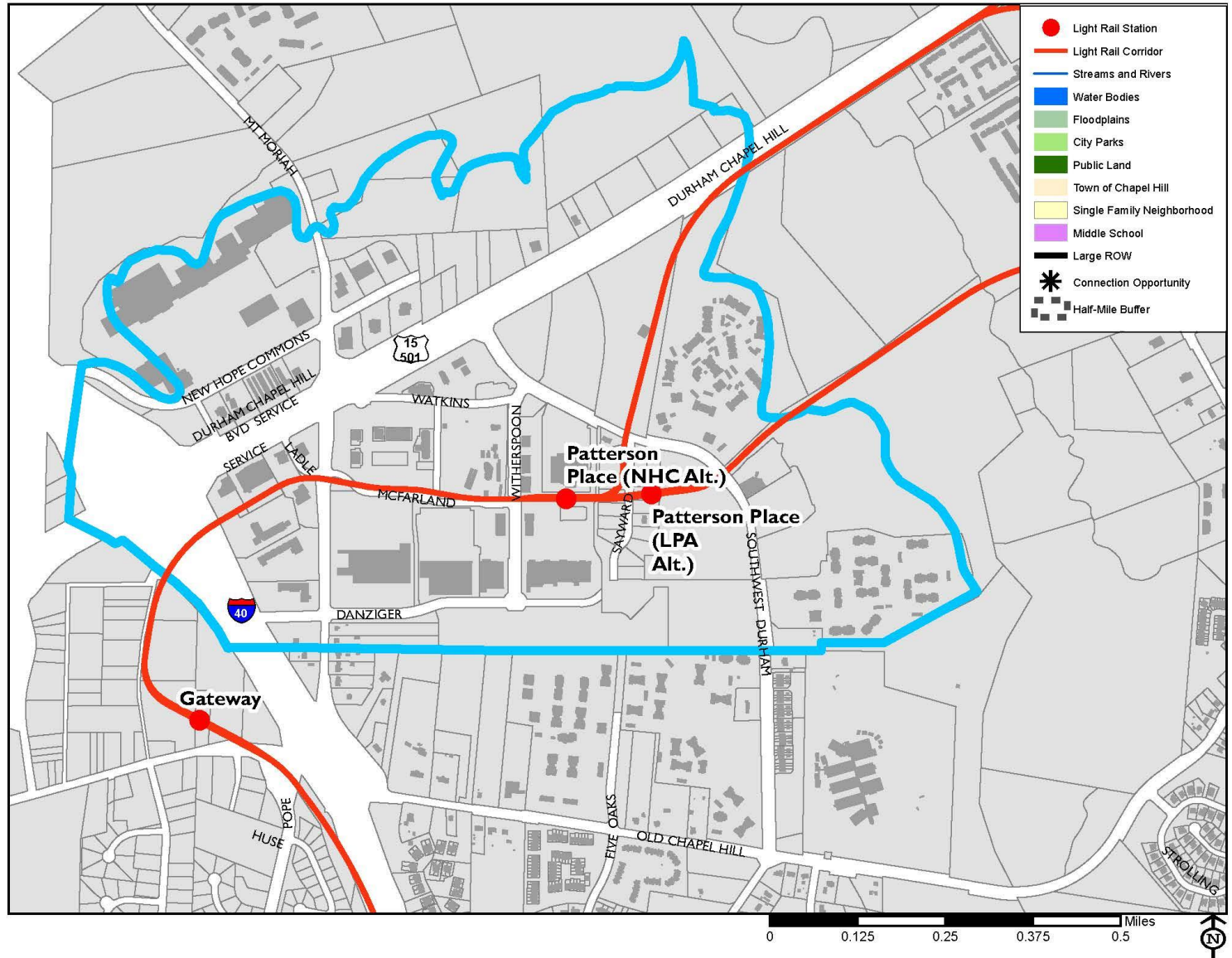
Staff's Boundary Criteria (continued)

- Consider the half-mile walking route (not just half-mile direct);
- Locate boundaries mid-block to maintain similar character on both sides of a street;
- Include large undeveloped or underutilized tracts of land;
- Include areas with particularly good access, visibility or prominence.

2005 Suburban Transit Area Boundary



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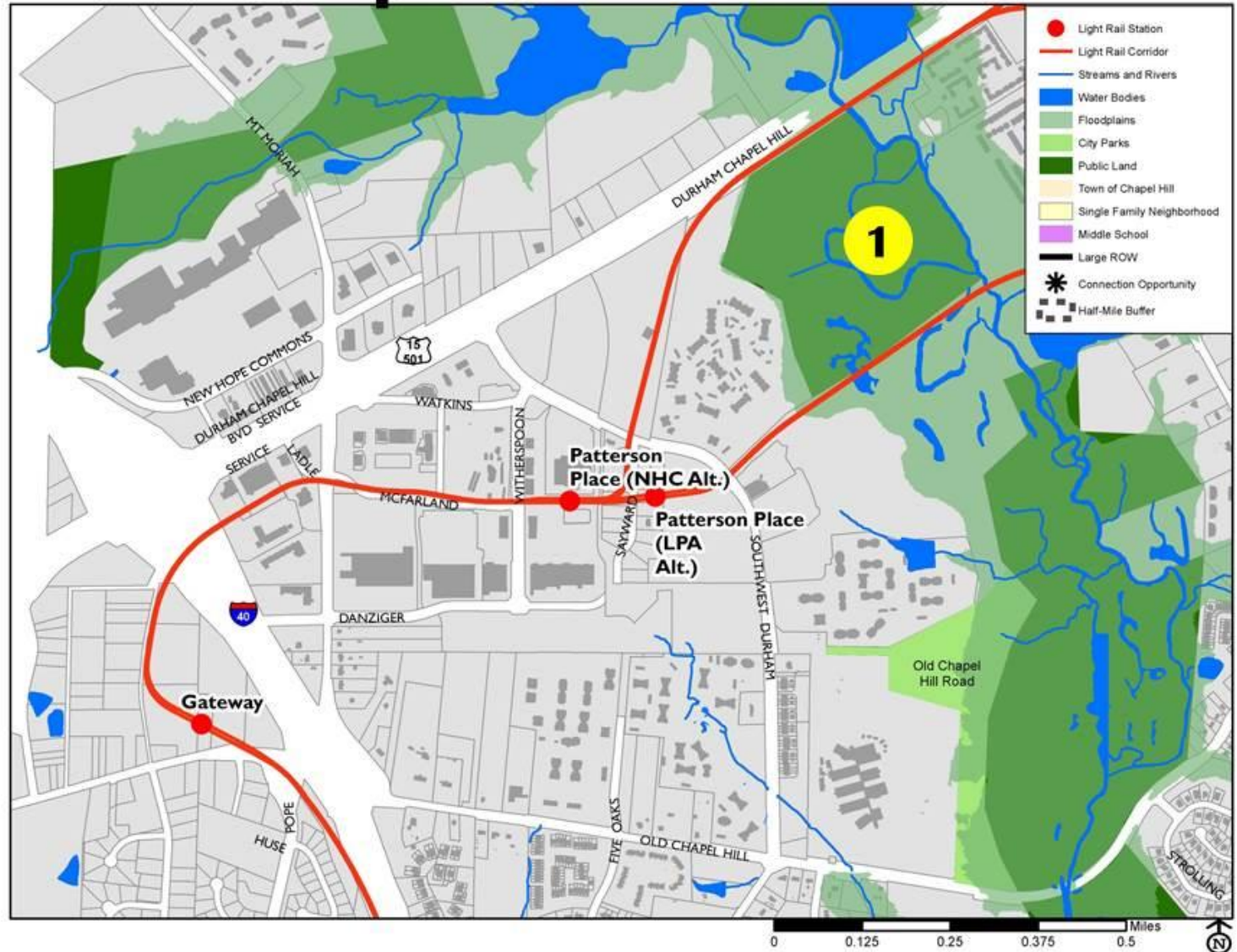


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1. New Hope Creek Protected Areas



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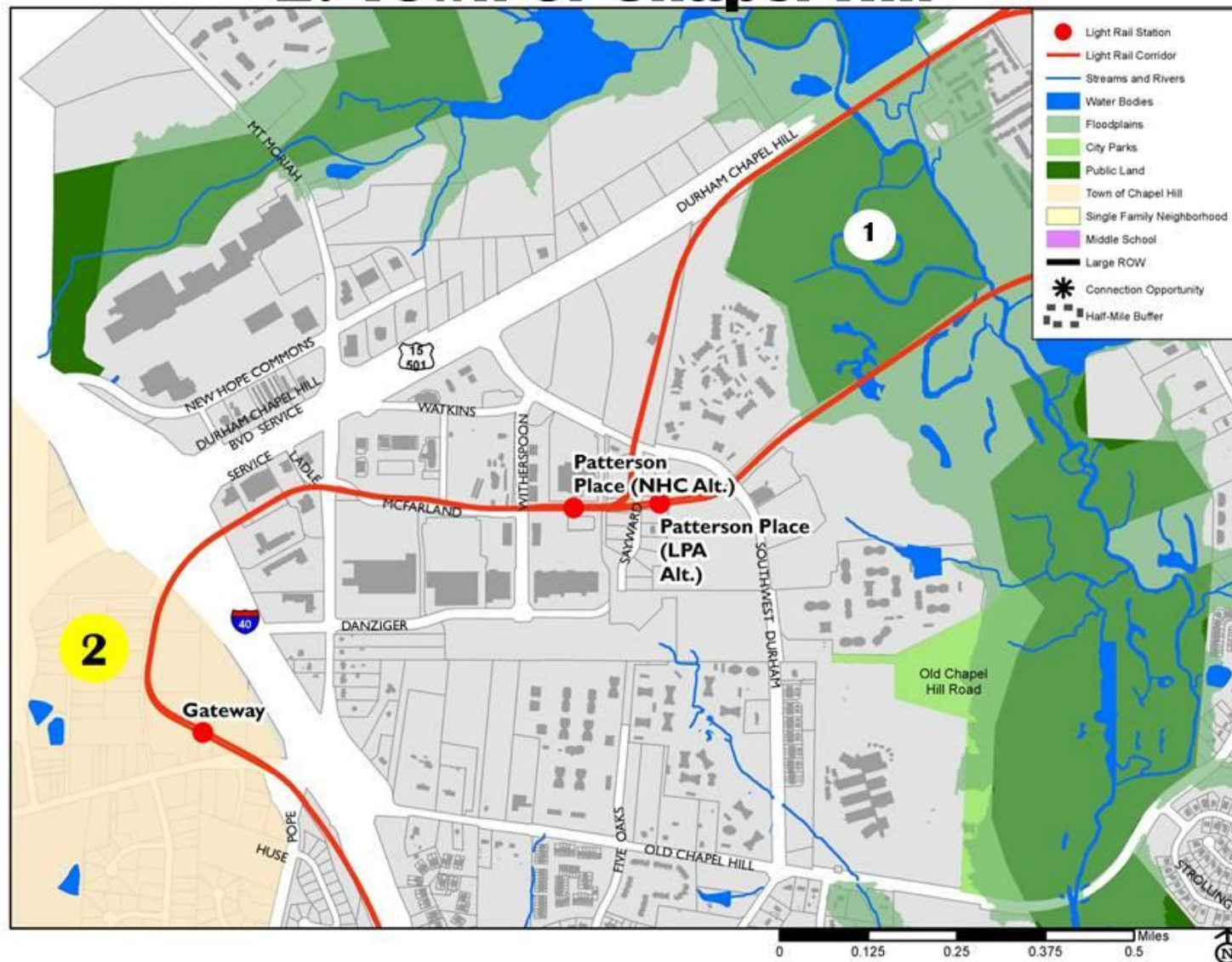


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2. Town of Chapel Hill



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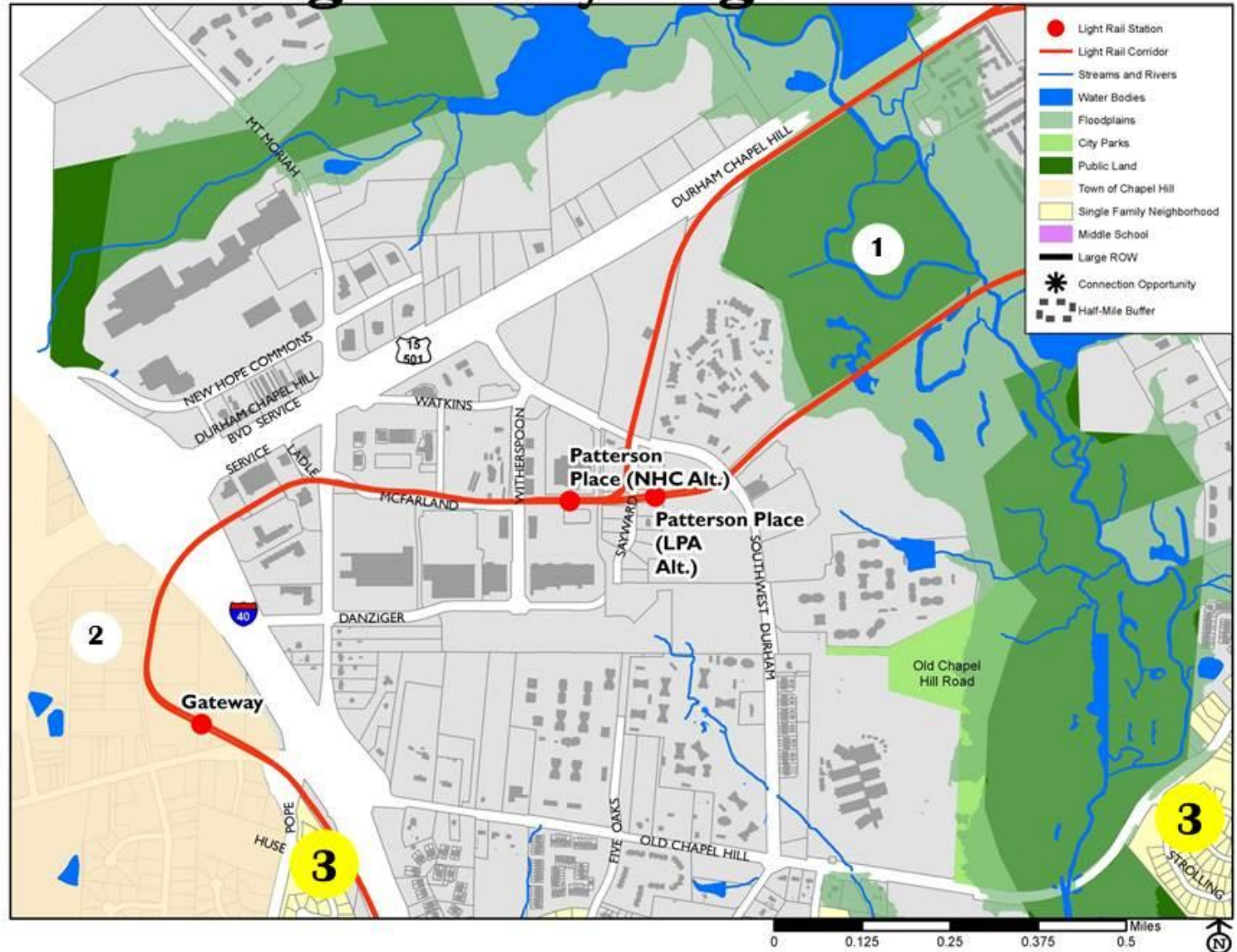


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3. Single Family Neighborhoods



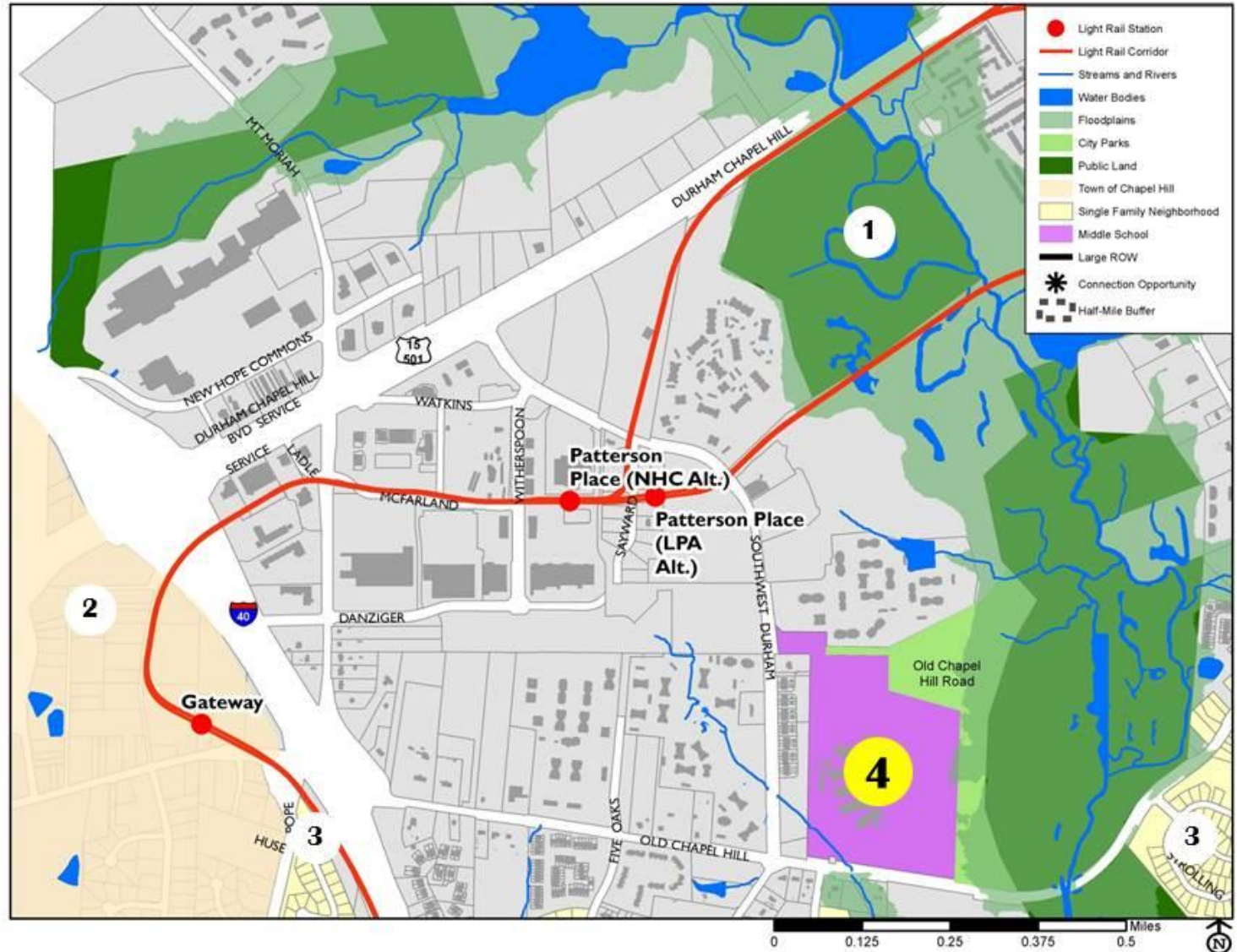


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4. Githens Middle School



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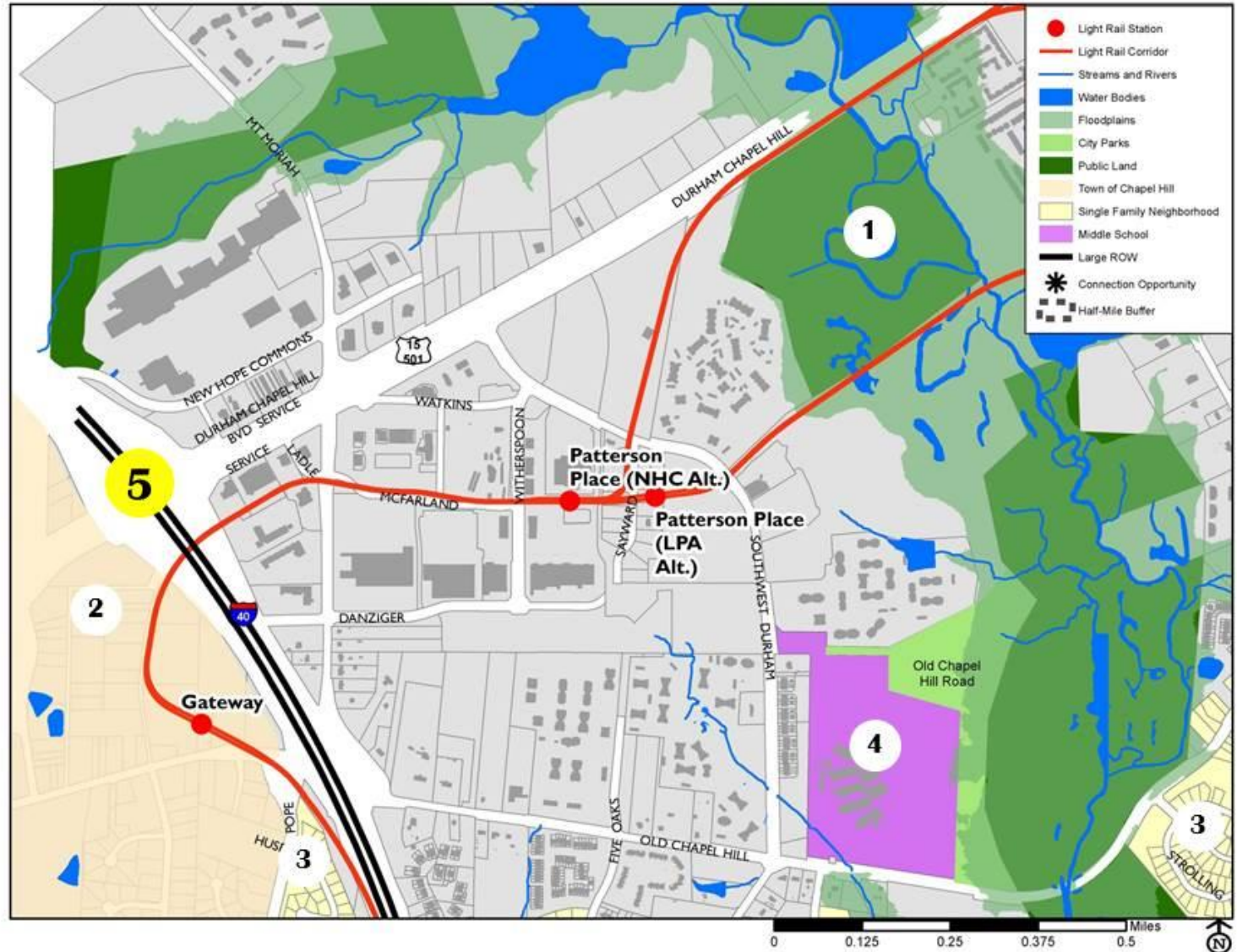


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5. Interstate 40



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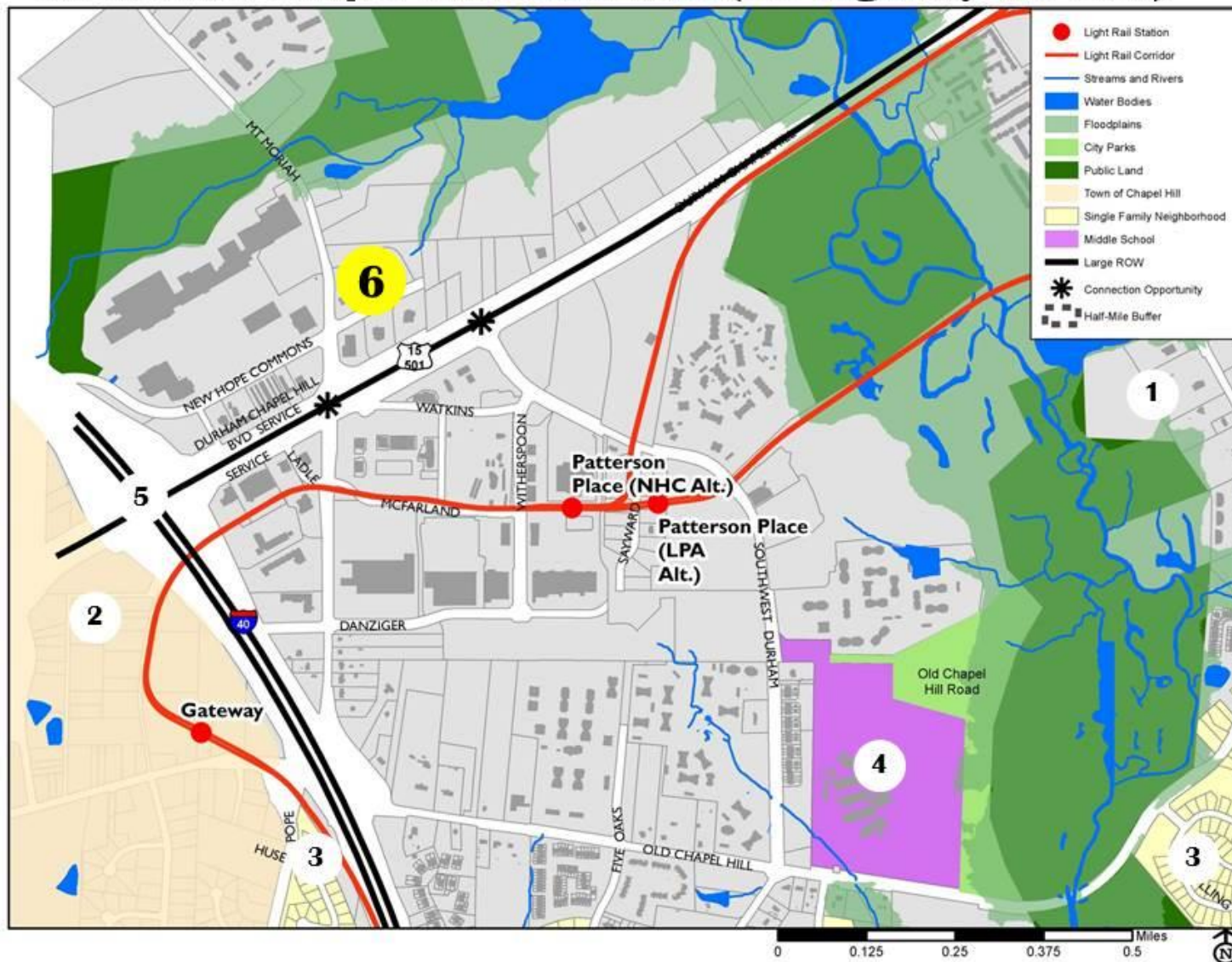


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6. Durham-Chapel Hill Boulevard (US Highway 15-501)



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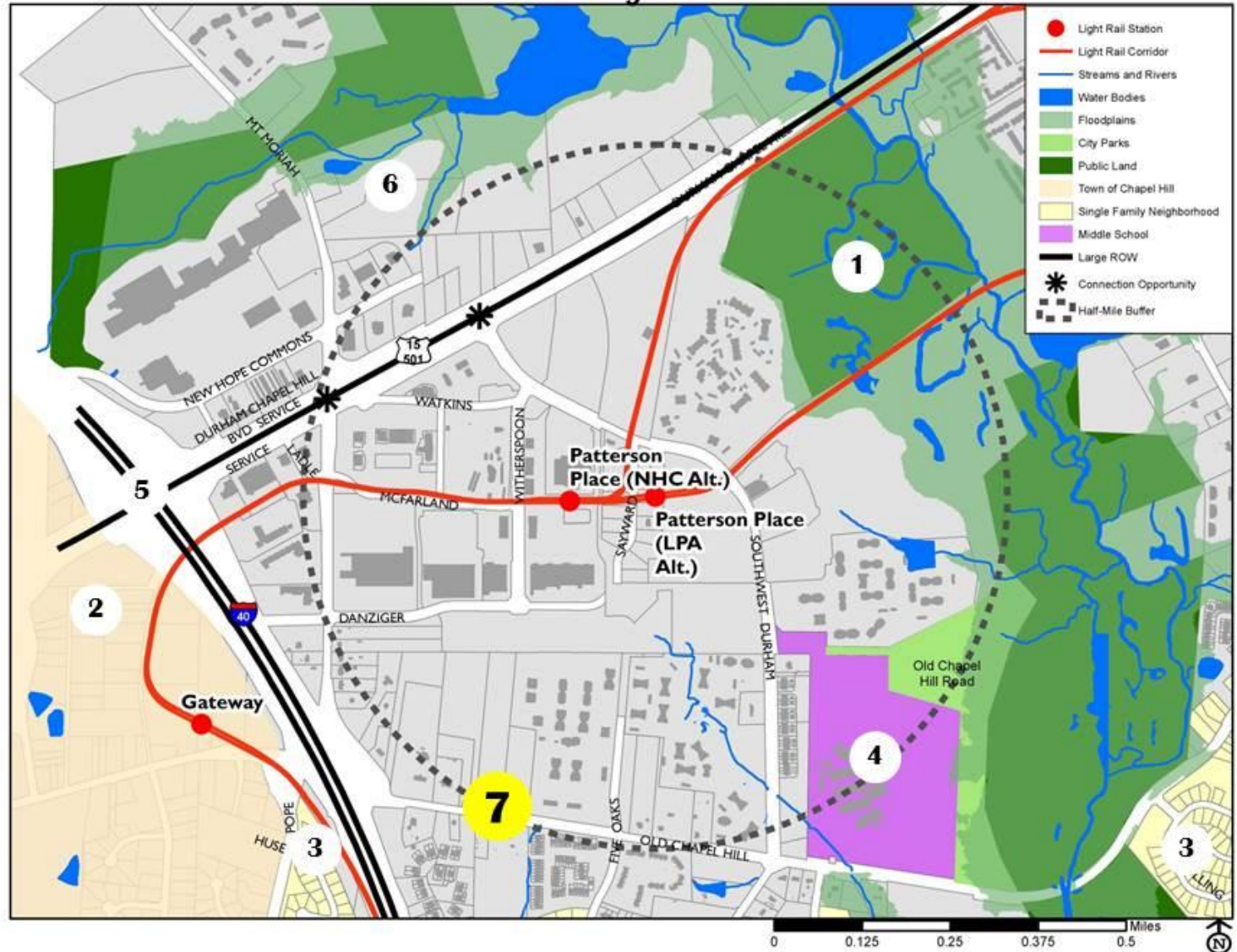


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7. Half-Mile Boundary from LRT Station



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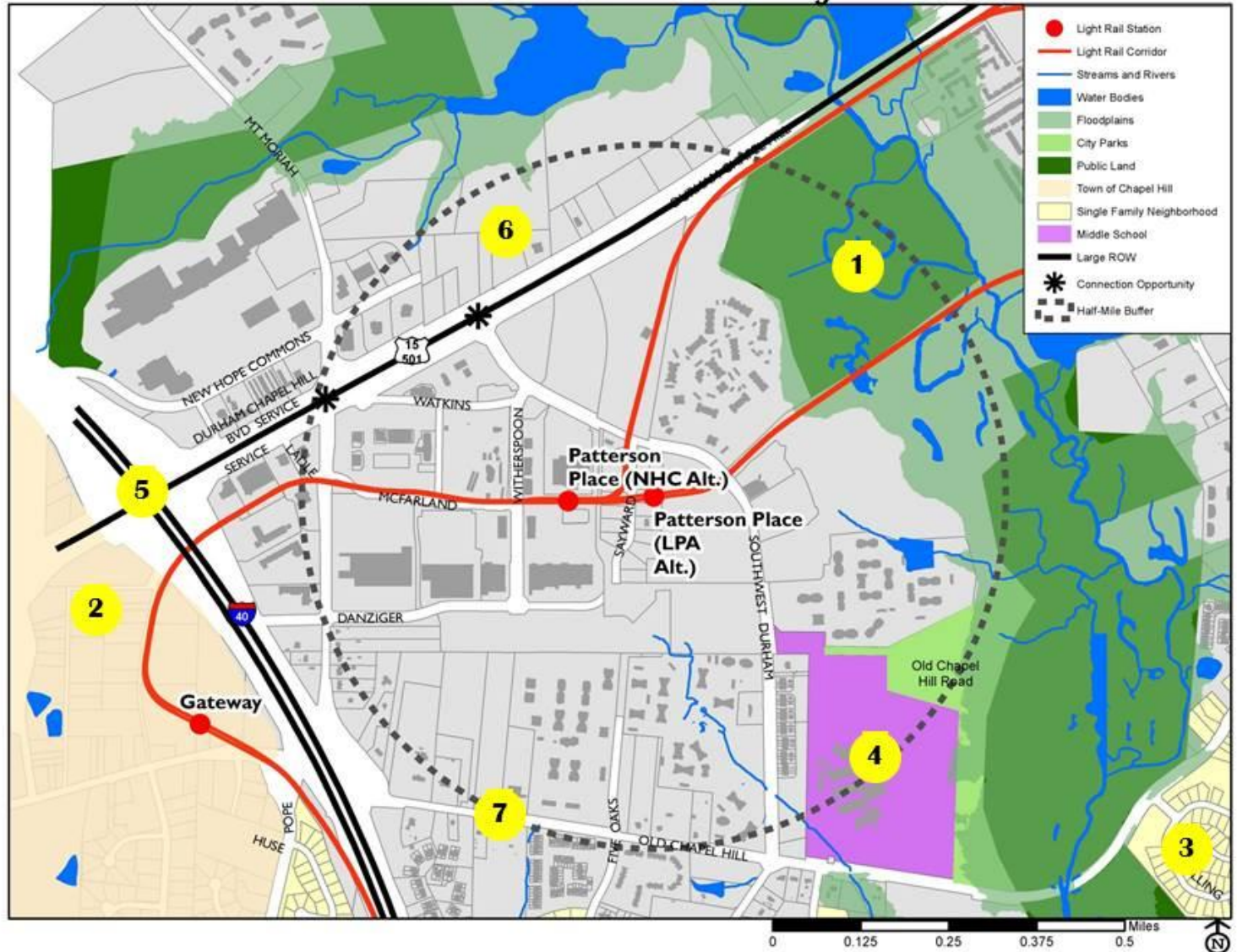


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Patterson Place Boundary Criteria





Next Steps

- Compile mapping information and survey information
- Meet with city/county departments and other agencies
- Second round of meetings expected in June
 - Review draft community boundary discrepancies
 - Review “issues analysis” (transportation, environment, city services, etc.)